

To-day's
Advertisements.HARMSTON'S
CIRCUSAND
ROYAL MENAGERIE.

LAST NIGHTS!

LAST NIGHTS!!

CHANCE OF PROGRAMME.

First appearance of the

ELDONA BROTHERS

in the Great Aerial Bar Act, concluding with
the PERILOUS DIVE for LIFE from a
distance of 50 feet into a net.

THE JANSONS, JAXX THE MARVEL.

THE SISTERS FREZAGONDA.

THE LARGEST CIRCUS EVER IN
HONGKONG.

GRAND FAMILY MATINEES.

WEDNESDAY, FEBRUARY 27TH.

SATURDAY, MARCH 2ND.

Door Open 2.30 P.M. Commence at 3.30.

Children Half-price to all Parts.

WEDNESDAY EVENING.

FEBRUARY 27TH, 1901.

COMPLIMENTARY BENEFIT

SISTERS FREZAGONDA.

MONA, TESSIE, DORA, DAISY.

A HOST OF NOVELTIES.

THURSDAY EVENING.

AMATEUR RIDERS' NIGHT.

Open to all. A HANDSOME SOUVENIR
to any gentleman who can ride standing on
the back of a horse Three Times around the Circus
ring without coming off. Those intending to
compete will kindly send in their names. Each
rider will have the assistance of the Mechanic
for riding.Box Office Plan:—ROBINSON, PIANO Co.,
Queen's Road.

POPULAR PRICES.

SOLDIERS' and TAILORS' OF ALL NATIONS
admitted to CHAIRS and
STALLS HALF-PRICE.

ROBERT LOVE, Manager.

Col. CHAS. B. HICKS, Representative.

Hongkong, 23rd February, 1901. [61c]

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All-Comers, to decide the Bond file
Championships).

25TH FEBRUARY, 1ST & 2ND MARCH.

Under the Management of

Mr. C. T. ROBINSON.

VALUE OF PRIZES, OVER \$2,000.

GIGANTIC ENTRIES.

PROGRAMME

OF

FIRST SERIES.

16—BOUITS—16

SEE

POSTERS

AND

HAND BILLS.

BOOK SEATS EARLY.

LATE TRAM and LAUNCH will leave

1 hour after Each Performance.

POPULAR PRICES.

STAGE RESERVED SEATS.....\$10 Season.

Do. Do.\$4 per Night.

DRESS CIRCLE\$3 and \$2.

PIT\$1.

BOX PLAN NOW OPEN AT

ROBINSON PIANO Co.

Hongkong, 25th February, 1901. [154c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once.

Cargo remaining on board after the 28th

instant, at 2 P.M., will be landed at Consignees'

risk and expense, into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Co., Limited.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside;

such Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and

expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, 25th February, 1901. [255c]

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOCLE,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

SHANGHAI.

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send

in their Bills of Lading for countersignature

and to take immediate delivery of their Goods

from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & Co., LIMITED.

Agents.

Hongkong, 25th February, 1901. [155c]

To-day's
Advertisements.THE HONGKONG ODD VOLUMES
SOCIETY.

LECTURE.

MR. J. J. FRANCIS, K.C., has kindly
consented to deliver an ADDRESS in the
CHAMBER OF COMMERCE ROOM, at the
CITY HALL, on TUESDAY, the 5th March,
at 5.15 P.M., on "AN EXAMINATION OF THE
SITUATION IN THE FAR EAST."

The Undersecretary will take the Chair.

Ladies and Members of the Public are

invited.

HENRY E. POLLOCK,

Hon. Secretary,

Hongkong Odd Volumes Society.

Hongkong, 25th February, 1901. [247c]

THE HONGKONG AND WHAMPOA
DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share and
BONUS of 14% per Share for the Six
months ending 31st December, 1900, declared
at Monday's Ordinary Yearly Meeting, will be
PAYABLE at the Premises of the HONGKONG
AND SHANGHAI BANKING CORPORATION, on
and after TUESDAY, the 26th February,
and Shareholders are requested to apply for
DIVIDEND WARRANTS at the COMPANY'S
OFFICE, Queen's Building, Praya.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 25th February, 1901. [248c]

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH YEARLY GENERAL
MEETING of the MEMBERS of the
Club will be held in the CLUB HOUSE, on
TUESDAY, the 5th March, 1901, at 5 P.M.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 25th February, 1901. [249c]

PONTIES! PONTIES! PONTIES!!!

THE Undersecretary will hold their Annual

Sale of RACE PONTIES on

WEDNESDAY, the 6th March, 1901,

at 3 P.M.,

Opposite the CITY HALL, when upwards of

50 PONTIES will be offered.

Entries will be received until NOON on Day

of Sale.

TERMS:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 25th February, 1901. [250c]

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above

LODGE will be held at the FREEMAS-

ONS' HALL, Zetland Street, on FRIDAY,

the 1st March, at 8.30 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 25th February, 1901. [251c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the

above Port, on WEDNESDAY, the 27th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 25th February, 1901. [252c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hall, will be despatched for the

above Ports, on THURSDAY, the 28th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 25th February, 1901. [253c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND

AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the

above Port, on WEDNESDAY, the 27th instant,

at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 25th February, 1901. [254c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Sobajima, will be despatched for the

above Port, on SUNDAY, the 10th March,

at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 25th February, 1901. [255c]

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,

may be consulted for SPECTACLES

at 16, Queen's Road Central,

(R. HUGHES & Co.).

(Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and

diseases affecting those advancing in life

occur to those having some deficiency in the

construction of the eyes—the many years of

'Eye Strain' ending in serious forms of disease.

Glasses specially adapted in youth to those

requiring them save and preserve the sight.

Constantly recurring headaches, spells of

dimness when reading, weak eyes, the letters

running together; any of these symptoms indi-

cate a deficiency in the form of the eye requir-

ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES

only after testing the sight.

ADVICE FREE.

[256c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

FOR THE

RACES.

CHAMPAGNE.

Jaquequon (Dry Marquette) 1893.

Fils (Brut Naturel) 1893.

Jules (Dry).

Mumm (Extra Dry).

"E" WHISKY.

Very Old Liqueur Scotch Whisky.

"B" BRANDY.

Guaranteed Pure Cognac.

PORT.

Of the Finest Vintages.

SHERRY.

Pure Xeres Wines.

AERATED WATERS.

Absolutely Pure.

CIGARS & CIGARETTES.

etc., etc., etc.

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

MARRIAGE.

At Hankow, on the 14th of February, 1901,
by the Rev. Griffith John, D.D., ALBERT LISTER
GRIFF, L.M.S., Yochou, to ELIZABETH AU-
GUSTA WYLLIE, L.M.S., Hankow.

DEATHS.

On the 16th of February, 1901, at the Gen-
eral Hospital, Shanghai, WILLIAM HANBLIN,
aged 24 years.At the General Hospital, on Sunday, the
17th of February, 1901, GEORGE SAMUEL
WILLIAMS, late 2nd Engineer s.s. *Fungshun*,
aged 25 years, son of Mrs. J. T. Pearson and
the late Captain W. Williams.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 25, 1901.

REUTER'S TELEGRAMS.

THE OPERATIONS IN BRITISH

SOUTH AFRICA.

LONDON, February 22nd.

De Wet is close to the Orange River.

his objective being Griqualand West. Col.

Plumer is pursuing.

The invaders everywhere in Cape Colony

are retreating northwards. Since entering

the Colony, De Wet has lost 35 killed and

55 prisoners and many of his men have

deserted. General Methuen has expelled

1,400 Boers from a strong position near

Vetpan, British casualties 57, including three

officers killed. The Boers suffered severely.

The Boers have captured another train load

of food stuffs at the Klip river.

LATER.

LOSS OF THE P. M. S. CO.'S

STEAMER "CITY OF RIO

DE JANEIRO."

The City of Rio de Janeiro from Hongkong

and Yokohama to San Francisco struck a

rock and sunk outside San Francisco

harbour. Many lives are lost. Mr. Wildman,

United States Consul General at Hongkong,

Mr. Wildman, and children are among the

missing.

THE LOSS OF THE "RIO DE

JANEIRO."

LONDON, February 23rd.

Further particulars of the loss of the "Rio

de Janeiro" states that the ship struck in a

fog with the pilot on board and sank in

twenty minutes. Great confusion prevailed

and several boats were capsized, 122 lives

were lost, 24 Saloon passengers, 19 Officers,

and 43 Asiatic passengers. Seventy-nine

were saved, including 12 Cabin, 15 Asiatic

passengers and 21 Officers. The deaths of

Mr. and Mrs. Wildman and children are

confirmed. Capt. Ward sank with the ship.

WEATHER REPORT.

The Observatory report says:—

On the 24th at 11.55 a.m. the barometer has

fallen quickly in the North, and is little changed

in the South. Pressure is high over S. China,

and low probably over the Philippines.

slight on the China coast, moderate with strong

monsoon in the N. part of the China Sea.

Forecast:—Moderate N. winds; fair.

On the 25th at 11.55 a.m. the barometer has

risen on the China coast, fallen in the extreme

North. High pressure covers China, and the

depression has moved into the Sea of Japan.

Gradients moderate with fresh monsoon on the

coast, and strong monsoon in the N. part of

the China Sea. Forecast:—Moderate N. winds;

fine.

LOCAL AND GENERAL.

THE State entry of Queen Wilhelmina

to any gentleman who can ride, standing on horseback, three times round the Circus ring. Intending riders are requested to send in their names to the management. This competition is likely to create a lot of fun, and we expect Thursday evening will see a crowded tent, watching the performance of local riders.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The ordinary yearly meeting of shareholders was held in the Offices of the Company, Queen's Buildings, New Praya, to-day for the purpose of receiving the Report of the Directors and the statement of accounts to the 31st December, 1900. The Hon. J. J. Kewick presided and the other gentlemen present were Messrs. D. Gillies, chief manager, R. Sheehan, D. E. Brown, A. Haupt, J. H. Lewis, N. A. Siebs, J. S. van Buren, P. Witkowski (Directors), H. M. S. H. Esmail, David Haskell, Henry Humphreys, S. H. Michael, Thomas Skinner, C. S. Shup, W. H. Wickham, and Ho Fook.

The notice convening the meeting was read. The Chairman said:—Gentlemen, the report and statement of accounts having been in your hands for some days, we will, with your permission, take them as read. It affords your Directors great pleasure indeed to be able to place before you a report which may justly be considered highly satisfactory in every respect, the result of our net profit being not far short of the record half-year of the Company; this has been due in a great measure to the improved efficiency of our establishment which has recently been augmented by the introduction of a number of new machines of the most modern type that have greatly facilitated and increased the output of work. At the same time it is but right to mention that a considerable portion of our plant has been occupied in the construction of new vessels, the result of which are not quite so favourable as with respect to work so that our percentage of profit on the gross earnings for the six months is not so large as in some previous reports. You will have observed that the amount available for appropriation is \$879,649.23 and the Board recommends that this amount be distributed as follows:—that a dividend and bonus of \$175,000 making \$30 a share, be paid to the shareholders, a bonus of \$20,000 to the contributing shareholders and of \$35,000 to the European staff; that \$228,892.03, or about 5 per cent, be written off the value of the docks, steam launches, and material on hand, and the balance, \$567,757.20 carried to the new account. The sum we propose to write off is certainly a very large one, but having in view the fluctuations our business is subject to, our liability to heavy loss from typhoons, and the contingency of keen competition in the future, your Directors feel it incumbent upon them to safeguard the future of the Company and place it in the best position possible to compete with active opposition. Writing down our stock of material has never appeared in any former report; it has been done now, however, on the recommendation of the two experts who have checked and valued our stock in trade, and we feel confident that all shareholders who take an interest in the permanent prosperity of the Company will approve of their suggestion, more particularly as the scantlings of modern ships have undergone such radical changes that sizes of material which were useful 15 to 20 years ago are now unsuitable; having a quantity of such on hand we find the difficulty of working it off increases every year. The necessity for expansion in our workshops and greater facilities for docking the larger type of vessels is being more acutely felt every day. At the present moment we have a large number of vessels booked for our No. 1 dock, with further engagements extending over the next two months, and in some cases vessels have been obliged to seek for docking accommodation at other ports. In the year 1895 negotiations were opened with the Commander-in-Chief on the China Station for the construction of another dock which would be available for the ships of H.M. Navy on terms analogous to those entered into with the Government in 1883 for the pre-emptive use of all our docks, but after considerable correspondence, on the 22nd February 1898 Commodore Holland informed the Directors that the Lords Commissioners of the Admiralty had decided not to accept the offer. This the Directors much regretted, as for thirty seven years the Hongkong and Whampoa Dock Company had dry-docked the vessels of the British Navy without fail or accident and the Company would have much appreciated the continued confidence of the Admiralty in this respect. By way of giving you some idea of the manner we are capable of handling vessels of large tonnage, I would call your attention to the undocking and docking of two amongst the largest vessels in the British Navy. On Thursday the 14th instant H.M.S. *Terrible*, 14,200 tons, was taken out of dock and within two hours H.M.S. *Goliath*, 12,950 tons, was placed in the same dock and the shores ready for setting up; the despatch in this instance I have been informed with difficulty surpassed even by any docking establishment in the world. However, being well aware of the absolute necessity for another dock of large dimensions to meet the wants of the many vessels of great tonnage now in course of construction for the Pacific Trade, the Board of Directors then immediately resolved to proceed with the construction of another dock without any financial help, and to rely entirely on the shareholders to provide the funds that might be required, and an application was made to the Colonial Government for the land necessary. After waiting for about two years, we were informed that the site selected would be given to the Company, but at a high premium, and on a lease of 75 years only; and further that the British Navy must have the pre-emptive right to the use of the Company's docks for which, however, there would be consideration beyond payment of the ordinary tariff rates. With regard to the lease, the term of 75 years only was considered too short and unreasonable in view of the vast amount of local capital invested in dock property, and that nearly the whole of our present land is already held from the Government on leases of 99 years. Again as to pre-emptive rights, the Directors had no option but to reluctantly object, as on many occasions this prerogative would necessarily upset the Company's permanent arrangements for the regular docking of mail steamers on the due dates, and lead to much friction with regular constituents. Of course the Dock Company would always use every endeavour to receive H.M. ships into any of their docks on the shortest notice, and to strain their resources in that direction in every way consistent with their public obligations. I may say that the negotiations are still pending, and we are hopeful that the Dock Company may yet be put in possession of the land required on terms and conditions that will be equitable and satisfactory. Your Directors have been devoting their careful attention to the introduction of electric motive power into our workshops so as to be thoroughly in step with the most approved modern practice. Each year more and more machinery is thrown into the scrap heap to make room for new and improved types, but still in many workshops, our own, among them, antiquated and unprofitable methods of transmitting power are left in service. Even the most modern methods of workshop production, in which tools are worked up to the power limit, are still in use in some of our workshops.

with belted transmission of power, which makes it quite impossible to realise fully the value of the new system, by not giving the operator the utmost freedom of speed control of machine and tool. The electric motor-drives provide suitable and quickly adjusted speed ranges under all of the ordinary starting loads of workshop appliances. This has in England and America increased from 25 to 50 per cent compared with the old and fixed speed conditions with belts and gears, and being convinced of the utility and advantages of electric drives, your Directors decided to have the system introduced as a motive power for the various machines in the new workshops being erected at Kowloon, besides as an illuminant throughout the yard and shops. An electric lighting plant has already been installed at the Cosmo-politan Dock. The Aberdeen Docks have been well employed during the six months and have helped very much to relieve the pressure of docking work from the two other establishments. The returns from this establishment for the six months I am pleased to say are most satisfactory. On the 31st December an Extraordinary General Meeting was held for the purpose of passing certain resolutions to alter the Articles of Association for subdivision of the existing shares in the Capital; namely, that the 12,500 fully paid up shares of \$125 each be subdivided into 31,250 fully paid up shares of \$50 each, and these resolutions were duly confirmed at a subsequent meeting held on the 21st day of January. The object in passing these resolutions, as has already been explained to you, is to eventually increase the Capital to \$2,500,000 in 50,000 shares of \$50 each, and we trust the alteration will be fully approved and appreciated by the Shareholders. I take this opportunity of expressing our high estimation of the zeal and attention given by the Staff to the interests of the Company. As you are all aware there is always a great deal of night work necessary at the docks in order to give as little detention as possible to ships when under repair; and although night work under any circumstances is most tiring and laborious, your staff in particular in this respect are at all times given willingly and ungrudgingly. I have also pleasure in informing you that our returns for January and February are very satisfactory and our prospect for the current six months are most encouraging.

Before closing these remarks, gentlemen, I regret to have to intimate to you that our worthy Chief Manager has informed the Directors of his desire to retire in June next, and to relinquish the unique position which he has so long occupied as the controlling head of the Hongkong & Whampoa Dock Co. Mr. Gillies' connection with the Company dates from 1864 and during that long period he has devoted his life and energies to the Company's service, and with what conspicuous success the present position of the Company abundantly testifies. I am sure every one present will unite in wishing Mr. Gillies health and happiness in the Old Country, where, while taking his well earned repose, we may be sure he will still watch with keen interest the development of the Company to whose interests he has so long given his undivided care. (Applause).

Before proposing the adoption of the Report and Accounts I should like to thank the directors for having decided to give practical effect to a suggestion I made at a meeting of this Company just one year ago with regard to issuing bonus scrip to shareholders. I think the thanks of the shareholders are also due to the directors and the staff for another magnificent report. The principle of writing down assets must commend itself to shareholders but I must confess I would prefer to see anything written down rather than stock of material on hand. If there is any loss or depreciation under this heading it should surely come under Profit and Loss Account and be deducted from earnings. If there is no loss writing down stock below its cost price might open the door to leakage or lead to under-charging for work done by the Company. However if the directors are satisfied I am sure the shareholders have every confidence in the directors and the staff. I think every shareholder is sorry that so far nothing has been done in the matter of the New Dock which is so badly wanted. From what you say, Mr. Chairman, I gather the delay is in no way due to the directors, who have worked hard to obtain the necessary site, but to the extravagant demands made on behalf of the British Navy; the attitude of the Authorities in this matter can only give rise to wonder and dismay, for no one should expect to get anything for nothing in mercantile transactions as the Authorities in this case seem to do, and in my opinion taking up a position calculated to retard the necessary expansion of the docking facilities of this port and thus drive away shipping, they are accepting a grave responsibility at one which might have a most serious effect on the Commercial prosperity of this Colony. With these few remarks, I have much pleasure in seconding the adoption of the Report and Accounts.

The retiring directors, Messrs. J. S. van Buren and J. H. Lewis were unanimously re-elected on the motion of Mr. Murray Bain seconded by Mr. Skinner.

The appointment of Messrs. R. Sheehan, P. Witkowski and D. E. Brown as directors was unanimously carried on the motion of Mr. Wickham seconded by Mr. Haskell.

The auditors, Messrs. Thomas Arnold and Fullerton Henderson were unanimously re-elected on the motion of Mr. Ho Fook seconded by Mr. Sharp.

The Chairman:—That is all the business gentlemen. Dividend warrants will be ready to-morrow morning at ten o'clock on application. I am much obliged to you for your attendance.

AT THE MAGISTRACY.

COMMITTED FOR TRIAL FOR ARMED ROBBERY.

The case of Fong Siu, stone-cutter, came on again this morning before Mr. Hatzelard. The charge was one of that being armed with a chopper, he did feloniously make an assault upon Lok I and Yip Yung at Kowloon on the 19th inst., they being under bodily fear of their lives and did steal from them property to the value of \$61.

After hearing the evidence of Sergeant Cameron and others, His Worship committed the case for trial at the next Criminal Sessions.

THE NERVEGNA ARMS CASE.

Mr. Hatzelard to-day gave his decision in the case of U. Nervegna and Company, merchants, 17 Queens Road Central. They were charged under the Arms Ordinance but were discharged.

His Worship's decision ruled that the defendants were not lawfully in the possession of the arms and he dismissed the case. The decision would occupy too much space to-day, so we hold it over till to-morrow's issue.

Mr. Bowley (Crown Solicitor) prosecuted and Mr. Geddes (Messrs. Johnson, Stokes and Moffet) defended.

FOOTBALL.

CHALLENGER SHIELD COMPETITION.

THE HONGKONG CLUB PUT OUT OF THE COMPETITION.

The Hongkong Football Club played H. Company, R.V.F., at Happy Valley on Saturday afternoon in the third round for the Shield. The teams took the field as follows:—

Club:—Goal:—Russell; backs:—Hay and Finckney; half-backs:—Jenkins, Bonnar, and Howard; forwards:—Lowe, Von der Pfordten, Noble, Tullock, and Lee.

Fussiliers:—Goal:—Johnson; backs:—Smart and Dairs; half-backs:—Roberts, Stafford, and Sweete; forwards:—Dobbs, Walters, Shields, Galston, and Edwards.

Referee, Mr. J. H. Ross.

The Club put the ball in motion prompt to time and immediately made tracks for the military net. Noble got in a shot which was easily sent out. The Fussiliers played up better, but found Russell one too many for them. Russell, however, still suffered from the recent sprain to his ankle and had to go a few minutes from the start. The ball travelled to the other end of the field and the Fussiliers conceded a corner. They got away, however, from the kick, and the ball was sent in the direction of the net by Jenkins, but it went wide. Edwards took a corner-kick, but sent the ball behind the net. A free kick against the Club in their own half was not taken much advantage of by the Fussiliers, the Club following the ball.

At an out of play, Howard took up play from the succeeding goalkeepers' kick, and after cornering some ground in good style, passed to Lowe. Davis tried to stop the ball, but he was too slow, and Lowe took charge. He centred to Noble, but the latter, though usually a safe shot, sent in a bye. From play in mid-field Shields carried play up the field. Galston made a good attempt for goal and had hard luck when Russell managed to return the ball. Lowe got possession and centred, and Noble sent in a low shot. It should have been saved, but Johnson tried to take it with his left foot, and as a result he missed the ball, which rolled into the net. This seemed to take the play out of the military and the Club forwards again injected their opponents' ground and another shot from Noble was treated in the same fashion by Johnson. The shot, however, was not quite so straight as the first, and struck the bar, whence Johnson at last managed to send it away.

The Fussiliers played with renewed energy and a good piece of play by Shields carried them into mid field. Walters got the pass, and after a sprint passed to Dobbs, who tried to score. The shot, however, was not strong enough and some head work was witnessed. Russell had a hard job to save, and with better luck the Fussiliers would have equalised the scores. The Club's forward rank seemed to be tiring and, receiving a pass from the wing, Shields, who was showing excellent form, kept the ball at his feet and forced his way through the half-backs and backs and equalised, Russell having no chance to stop the ball. Half-time was then called with the scores equal, a goal apiece.

The Fussiliers restarted play and Noble captured the ball and passed to Tullock. He passed to Lowe and when just on the point of shooting, he was charged by Sweete and knocked away from the ball. Sweete carried the ball along the wing and passed on to Edwards, who centred at the right moment. The soldiers proved the better team in the ensuing play, especially at the attack. Dobbs took a corner kick, and sent in a fine shot, dropping the sphere just in front of Russell. Exciting play followed, but the Club managed to relieve the pressure. The Fussiliers disputed every inch of the ground and Edwards picked up the ball about ten yards from goal, sent in a shot that Russell could not possibly save, and scored the winning goal. Lowe got charge of the ball from centre play and sprinted along the wing. Sweete and Davis were defeated, and with an almost open goal before him, Lowe screwed round and sent in a shot that was going straight for the net, when Smart jumped up and struck it with his hand. A penalty kick was given by the referee and Johnson saved well. The Fussiliers recorded their third goal by a splendid effort of Shields, who shot from well out. Time was soon after called with the result:

H. Company 3
H. K. F. C. 1

The Club were thus early put out of the competition for the shield, and it is being said that the V. R. C. stand a chance for it, though that is a "moist point." The Club did not play up to form and Russell was missed very much from his usual place. He was not good at goal and was out of place in the position. If he had been in proper place and condition, we think the Club would have come out differently.

THE HONGKONG RIFLE ASSOCIATION.

A General Meeting of the Members of the Association will be held at Volunteer Headquarters (by kind permission of Lieut.-Col. Sir J. W. Carrington, Kt., C.M.G.), on Monday, 4th of March, at 5.15 p.m., for the purpose of passing the Accounts and Electing a Committee and Officers for 1901.

During the year a new Agreement was entered into between the Naval Authorities and the Association for the use of the Range, which came into operation on the 1st October last.

The Weekly Competitions have been very well attended, and some fine scores have been made. Cups were won by Armourer-Sergeant Bly and Q.M.-Sergeant Wallace, R.E.

Hongkong again won the Interport Match, with a score of 930, making the third successive win.

The Committee desire to thank their many friends for their gifts of Prizes and Donations to the Prize Fund at the Easter Meeting.

STATEMENT OF ACCOUNT FOR THE YEAR 1900.

Dr. Expenditure.

To general expenses: advertising, printing, &c. \$364.43

To marker's wages; targets, &c. 130.80

To Easter meeting 423.40

To spoons and prizes—weekly competitions 171.20

To interport rifle match (telegrams, &c.) 29.40

To rent of revolver range 1.00

To rent of range to Admiralty for 4th quarter 50.00

To balance \$156.73

In bank \$29.73

Total \$1,999.96

Cr. Receipts.

By balance from 1899 \$67.14

By annual subscription 676.00

By Easter meeting 400.00

By weekly competitions 151.70

By sale of range 25.00

By sale of ammunition 20.50

By interest on current account 8.82

Total \$1,999.96

Examined and found correct, D. MACDONALD.

MOHRAV S. NORTHCOPE, Hon. Treasurer.

February 21st, 1901.

ARMED ROBBERY.

\$1,800 STOLEN.

Another case of armed robbery is now reported. Thirteen men armed with revolvers, choppers, &c., entered a house in Kowloon City on Saturday night at about eight o'clock. They overcame what little opposition was offered and the usual mode of procedure would be carried out, that of one standing guard over the inmates of the house whilst the others ransacked the premises.

Seven men have been arrested two in Yau-mat, two along the roads, and three in Kowloon. One of the men is believed to be innocent, but at any rate it is thought that some of them are the right persons and they will be summarily dealt with. The value of the booty is about \$1,800, rather a good haul, and in a Chinaman's mind, worth the risk of being captured and imprisoned for a long term.

The case in which Ho Sui and Wong Fung Ching were charged with the murder of Leung 'Hi' at Yau-mat on the 9th January was concluded on Saturday evening.

Mr. E. Robinson appeared for the first prisoner and Mr. M. W. Slade was for the second prisoner.

It was alleged by the prosecution that the prisoners had accompanied the deceased to a lonely part of the Reclamation grounds and killed him with a chopper, the motive probably being to obtain possession of a key which gave access to a safe in which was about \$1000. The prisoners were connected with the shop in which the deceased was manager.

The case having been concluded the jury retired to consider their verdict.

It was about half-past six when the jury returned after an absence of a few minutes, with an unanimous verdict of guilty against both prisoners.

Mr. John Burgess was the foreman, the other members of the jury being Messrs. J. A. Ross, E. Arnold, O. Wegener, W. E. Pucher, S. Weinberg, and R. W. Dale.

His Lordship asked the prisoners if they had anything to say by way of defence and should not be passed upon them.

The first prisoner (Ho Sui) said:—I have not done it. Ah Chai was the man who chopped him. Ah Chai seized hold of him and pressed him down and chopped him. I had no quarrel with the master. Why should I cut him? I was no good to me. I never had any quarrel with him. I had no fight with him. If I had wanted his money even if I had cut him to death I would not have been able to get hold of his money. I did not cut him. It was Ah Chai who cut him. I was standing at the door of the Tin Heung Shop when Ah Chai passed with the master. Ah Chai called out to me. He asked me why I was standing there. I said I was standing there to see people sell things. He asked me to take a walk with him, so I followed him. I believe a distance of 12 feet or so. I followed him as far as the Reclamation. I told him it was dark there and asked him what was the good of walking there. Then I heard someone call out "Save life!" They called a few times, and on walking on I saw Ah Chai seize hold of the master and put his foot on him and chop him. Then I walked along and I saw someone coming to the place from a boat. While I was walking Ah Chai was still there. It was no good for me to kill that man. That is all I have to say. I have not done it.

The second prisoner (Wong Fung Chai) said:—Ho Sui was out of employment, and he was living with me in the shop taking his rice. Leung Hin told me to turn him out of the shop and to tell him to go and get some work to do. I told him, but he would not leave the shop. None of the people in the shop were on-talking terms with him. On the morning of the 9th January I went into the kitchen to wash my face and I saw Leung Hin there. He told me that the father will be had nothing whatever to do with the business of the shop and that I had better tell him to go and get some work and that after dinner I had better turn him out. As Ho Sui was leaving the shop I told him he must not return. He was very angry and walked away. I went out before two o'clock and a boatman told me he had some goods for sale and asked me to tell my master. I told the boatman he had better talk with Leung Hin about the goods. The boatman replied that he had no time. He said he was going away with his boat but would be back about eight o'clock and would anchor off the Reclamation. He asked me to bring my master to the boat to look at the goods. So I told Leung Hin about them and asked him to come and look at the goods in the boat. At nine o'clock I went out. Leung Hin came out and asked me to take him to look at the goods. So I and Leung Hin went together. When we got as far as the Ting Heung Shop I saw Ho Sui, who followed us to the Reclamation. Leung Hin stopped for something and I went forward and asked the boatman to wait for him. Then I heard Leung Hin call out "Save life!" I went towards him and found him sitting on the ground. I asked him to get up and he said Ho Sui had cut him. I helped him up and helped him to walk. He made a statement to me about Ho Sui taking his rice in the shop and telling someone to turn him out. We walked together a distance of four or five shops and then Leung Hin said he would walk alone. So I let him alone. I had some blood on my jacket and trousers though helping him, and I went to the shop to wash my clothing, after which I intended going to the Police Station to make a report, but when I was going out I was told to wait a short time. I had no quarrel with the master or ill-feeling towards him. I attended to my work during the day time. It was Ho Sui who cut him. He had a quarrel with him and had ill-feeling towards him. There was no need for me to think of my master's money. I had my wages. If I had really committed the crime I would have run away by this time of course. I have not done it. Therefore I went back to the shop. The witnesses said something about my wishing to get hold of the money, but Leung Hin himself never said anything about the money in the safe. If a man had been left in the shop he probably might have seen the money. Really I have not done this. That is all I have got to say.

The Chief Justice, assuming the black cap, then said:—Ho Sui and Wong Fung Chai, you have been found guilty on very clear evidence of the offence with which you are charged. For an offence of this kind there is only one sentence that I can pass. The sentence of the Court upon each of you is that you be taken to the place from whence you came and thence to the place of execution, and then you be there hanged by the neck until you be dead, and that your body be buried in such place as His Excellency the Governor shall order. And may the Lord have mercy on your souls! The prisoners, apparently indifferent, were then led away.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G. (Chief Justice).

February 23rd.

MURDER.

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LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G. (Chief Justice).

February 23rd

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	MOJI, KOBE and YOKOHAMA	To-morrow, 26th Feb., at Noon.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 1st Mar., at Noon.
W. Townsend	KOBE and YOKOHAMA	FRIDAY, 1st Mar., at Noon.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	WEDNESDAY, 6th Mar., at Noon.
KAWACHI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 8th Mar., at Noon.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Noon.
Tōga MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 15th Mar., at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd February, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Freiburg	HAVRE, BREMEN and HAMBURG	5th March, Freight.
Marburg	(LONDON with transshipment in HAMBURG)	About 15th March, Freight.
Sibiria	HAVRE and HAMBURG	About 25th March, Freight and Passage.
Bamberg	(LONDON with transshipment in HAMBURG)	About 5th April, Freight.
Sarnia	HAVRE and HAMBURG	About 15th April, Freight and Passage.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

27] U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 2nd Mar., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

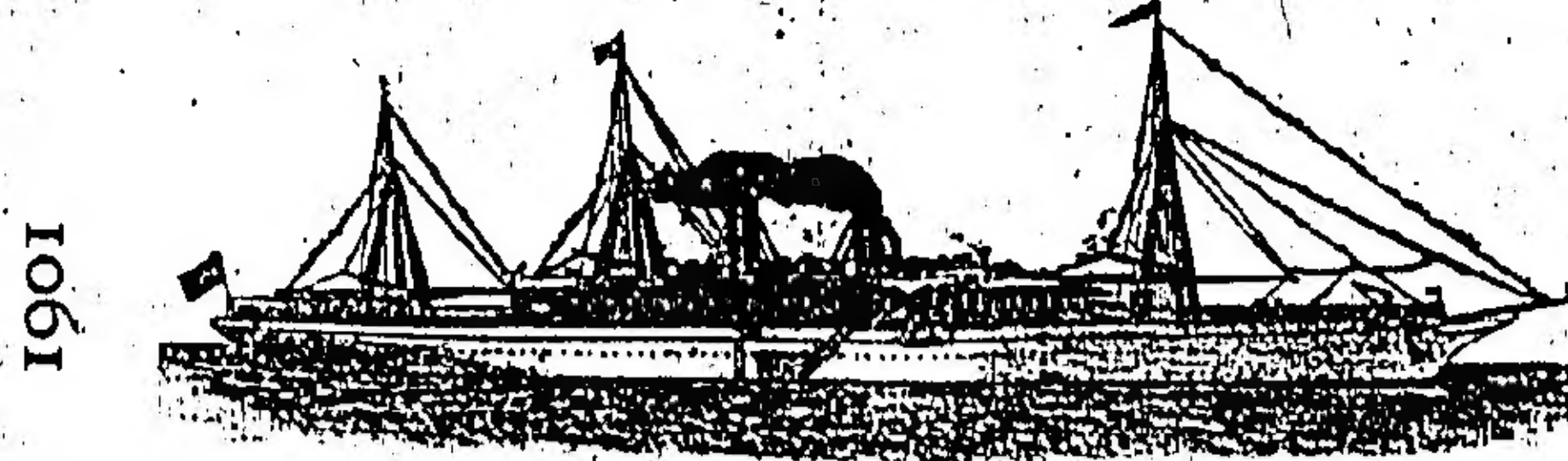
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd February, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Reddick Street.

Hongkong, 13th February, 1901.

13

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN, PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA,"

2,088 tons. Capt. Petersen.

This Steamer will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond Portland (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 25th February, 1901.

14

Mails.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"KWANGSE"	26th Feb.
KOBE	"CHINGTU"	27th Feb.
MANILA, CEBU and ILOILO	"KAIFONG"	28th Feb.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th February, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"IXION"	Robinson	5th March.
"	"DEUCALION"	"	19th March.
"	"STENTOR"	"	3rd April.
LIVERPOOL (Taking Cargo at LONDON RATES).	"PATROCLUS"	"	16th March.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 23rd February, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on WEDNESDAY, the 27th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th February, 1901.

[176c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FRIEZE and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MORAVIA,"

Captain Calabrese, will be despatched as above on THURSDAY, the 28th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th February, 1901.

[63c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"FOLMINA,"

will sail at the end of February, and will be followed by the S.S. "GYMERIC," at the middle of March.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 12th February, 1901.

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THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to THE MITSUBISHI BUSSAN KAISHA, Agents.

Hongkong, 20th February, 1901.

[228c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle.....[5023] Saturday [Mar. 30]

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 29th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd February, 1901.

[175c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Cox, will be despatched as above TO-MORROW, the 26th instant, at 11.30 A.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th February, 1901.

[231c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"VUENSANG,"

Captain Rolfe, will be despatched as above TO-MORROW, the 26th instant, at 5 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd February, 1901.

[243c]

To be Let.

TO LET.

No. 16, KNUTSFORD TERRACE, KOWLOON.—From 1st MAY.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th February, 1901.

[227c]

TO LET.

A HOUSE in RIFON TERRACE.

No. 2, FAIRVIEW, KOWLOON.—From 1st APRIL.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 16th February, 1901.

[1209c]

TO LET.

"WESTLEY," with TENNIS COURT and GARDEN.—Possession on 1st MAY.

RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL; No. 6, Immediate Possession.

Apply to LAU CHU PAK, Care of A. S. Watson & Co., Ltd.

Hongkong, 7th February, 1901.

[175c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 25th May, 1900.

[120]

ROBINSON PIANO CO., LIMITED.

HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS OF

IRON-FRAMED PIANOS.

\$215, \$290, \$345, \$400.

HAAKE, METZLER, WERNER.

We personally searched Germany and England thoroughly and found nothing to come near these. They are altogether unequalled in the Colony. Please see them before buying.

Others by COLLARD, BRIDGEHEAD, SAGHALL.

HONGKONG, 25th February, 1901.

[175c]

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBIT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour.

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 25th February, 1901.

[14]

CANTON NOTES.

DISTRESSING ACCIDENT.

(From Our Own Correspondent).

CANTON, February 23rd.

A distressing accident occurred yesterday on board a small Chinese gunboat, resulting in the death of three men. It appears that the officer in command at the Bogue forts was coming to Canton to pay his New Year calls. The gunboat *Lai Foo*, on which the officer was making the trip to Canton, had proceeded but a short distance on her way when a steam pipe broke. The engine room immediately filled with steam and the three men who were in it were overcome and were unable to make their escape. According to other Chinese who were on board it was ten minutes before the steam was turned off. The three men were taken out, all burned in a horrible manner. They were brought to the Canton hospital, where one died shortly after reaching the hospital and the other two died during the night.

Those who brought the burned men to the hospital say that it is not at all surprising that the accident should have occurred, as it is several years since the boiler was examined or repaired. One man added "This is the way with all the Chinese gunboats."

WENCHOW NOTES.

WENCHOW, February 13th.

Through the good offices of our energetic Consul Wilkinson the second instalment of the British indemnity has now been paid. The third and last instalment is due a month hence. The officials all seem most anxious to have the whole question of indemnities—British claims and also those of the Chinese Christians—settled as soon as possible, so as to present a dispatch to that effect to the high governing authorities. They all speak highly of the courteous but business-like qualities of the British Consul.

Two of the recently captured criminals—leaders in the local Boxer uprising of June last—were beheaded some days ago at Pingyang city. These are the first persons beheaded in that district in thirty years. Let us hope they are the last. A tremendous number of city and country people assembled on the hill-side near the execution ground, where the executions took place, to see the unusual sight. The younger of the criminals tried to cheer up his fellow—a Buddhist priest—who was very depressed, saying, "We'll be young men again in eighteen years' time."—*N. C. D. News Cor.*

WEI-HAI-WEI NOTES.

QUARTERS FOR THE CHINESE REGIMENT.

WEI-HAI-WEI, 4th February.

The new barracks for the 1st Chinese Regiment, built at the west end of Ma'ou, on the Mainland, rapidly approaching completion, part indeed is already occupied by a couple of companies of the Regiment and a detachment of the 28th Madras Infantry. The buildings are situated on the hill-side above the town and present a fine appearance from the harbour or from a neighbouring height. Accommodation has been provided for six companies, for eleven European N.C.O.'s, and for twenty officers. There is a house for the Commanding officer as well as a fairly commodious building, though its closed-in stone verandah gives it a gaol-like appearance. The N.C.O. quarters and mess are under one roof. The rooms are only twelve by ten, not a very liberal allowance for Europeans in positions of responsibility in the East. Besides the mess room the building contains a recreation room and a bar, cellars and storeroom.

THE WEI-HAI-WEI SCHOOL.

The projected schools for the children of foreigners, of which mention was made a few months ago, is shortly to be opened. The senior principal, Mr. H. L. Beer, has been favourably known for the past five years as one of the masters of the China Inland Mission Boys' School at Tientsin. Mrs. Beer (née Hunt) has had an even longer connection with the Girls' School at the same place. The location of the permanent school building is not yet decided upon; in the meantime work will be carried on in temporary premises.—*N. C. Daily News Cor.*

THE PLAGUE.

Number of cases reported up till noon of the 22nd February, 1901: Chinese 17, Other Asiatics 0, Europeans 0.

Number of cases reported during the past 24 hours: Chinese 1, Other Asiatics 0, Europeans 0.

Total number of cases reported to date: 18.

Number of deaths reported up till noon of the 22nd February, 1901: Chinese 17, Other Asiatics 0, Europeans 0.

Number of deaths reported during the past 24 hours: Chinese 1, Other Asiatics 0, Europeans 0.

Total number of deaths recorded to date: 18.

SHIPPING REPORTS.

Capt. Th. Groves, of the steamship *Kangwal*, from Bangkok, reports:—Strong N.E. monsoon.

Capt. Bland, of the steamship *Esmeralda*, from Manila, reports:—Strong N.E. monsoon, heavy sea, and dark cloudy weather.

Capt. Wm. Frakes, of the steamship *Glenloch*, from Shanghai, reports:—Moderate monsoon, smooth sea, and fine weather throughout.

Capt. S. Kawamuro, of the steamship *Mitsui*, from Bombay and Singapore, reports:—Strong N.E. winds after leaving Singapore.

Captain W. Ellis, of the steamship *Esmeralda*, from Kobe and Moji, reports:—Fine weather throughout; strong N.W. winds and sea from Moji to China coast, thence moderate N.N.E. winds and sea to port.

Captain G. H. Pennefather, of the steamship *Kailash*, from Hilo, reports:—Moderate monsoon and sea with fine clear weather to Cape Kapone, thence to port strong N. and N.N.E. winds; high sea and overcast cloudy weather.

Capt. Sellar, of the steamship *Arman*, from Marcella and Saigon, reports:—Left Saigon on the 22nd inst. at 5 a.m.; fine weather from Saigon to Padarang, fine moonlight from Padarang to Paracels, swell and light monsoon from Paracels to Hongkong.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKETCHLEY, Manager.

Hongkong, 21st May, 1900.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Anderson, Mrs. A. Leslie, H.
Bryer, W. R. Lightwood E.
Albert, Miss Ath & Co.
Abern, J. A.
Barclay, Mrs. T. Barclay, W.
Brookman, W.
Boschberg, W.
Bradbury, G. W.
Brown, H.
Bicarbat, W.
Barbey, W.
Branson, O. C.
Bann, A. H.
Bashan, E. H.
Bales, H. H.
Burk, J.
Bingham, J. E.
Burns, J.
B. D. V.
Beves, R. M.
Bailes, J.
Beaumont, Mrs. G.
Braga, Mr.
Cox, Mrs.
F. H. Sholm, G. P.
Carnell, W. G.
Cotton, D. A.
Carnell, Mrs. J.
Cooper, F. C.
Cops, Mrs. J. H.
Corah, A. M.
Clevers, W. G.
Clark, Mrs. F. R.
Cooper, E.
Coke, Dr. G. H.
Colegrave, R.
Curran, T. B.
Calver, Miss
Cotton, A. S.
Champion, Mrs. M.
Cawte, E. H.
Crake, W. A.
Cok, L. F.
Gross, Miss
Carote, H.
Cummins, J.
Collins, A. E.
Duriot
Datema, Capt. E.
Dallas, H.
Duckmanton
Donnelly, P.
Drake, Mrs. F. J.
Dewport, Dr.
Doxey, A. W.
Drake-Brockman
Davis, J. L.
Daly, M.
Degani, A. B. H.
Ellis, Mrs. F.
Espino, L.
Elvins, E.
Ella, J.
Evans, E. J.
Epson, T.
Elkuschiff, H.
Fernandez, D.
Finlayson, H. M.
Foster, J. J.
Fusett, D. F.
Fraser, A. R.
Fonseca, A. H.
Francis, W. H.
Forrest, Miss A.
Goetz, F.
Girling, G. R.
Gillespie, J.
Girling, A.
Gulicomb, Mrs. S. C.
Guttridge
Geansy, B.
Greig, Miss
Graham, D. M.
Garnett, W. B.
Greig, H. H.
Harding, C. L.
Hakney, W.
Hindrichs, W.
Hinderkoper, J.
Hodder, S.
Hughes, G. H.
Hop Long
Ho Wah
Harvey, Wm.
Hang, Mrs. A.
Hamilton, G.
Hitchcock, E. A.
Hunt, C. G. W.
Hill, L.
Herman, H. V.
Hodgson, J. R.
Hynes, Dr. S. A.
Hooley, H. D.
Harvey, P. H.
Halkin, D. J.
Hall, H. H.
Hollyak, P.
Johnstone, Miss
Jones, Mrs.
Jones, G. H. D.
Jennings, K.
Kahninsky, S.
Kong Ah Mooy
Kirkwood, M.
Karge, T.
Knight
Lusbury, R. J.
Lopez, Miss E.
Luc
Lange, W.
Lynch, G.
Lisette, A.
Laundon, W.
Lewis, R. C.
Luk Cheuk Man

Leslie, H.
Levick
Lightwood E.
Lynch, J. A.
Lawlor, F. B. S.
Bailes
Lescher, T. E.
Lambton, Mrs. R. S.
Menzell, Capt. W.
McCallough
Moutenais
Mueller, P.
Marquis, N.
MacBain, G.
Meissner, T.
MacKenzie, W. E.
MacKenzie, A. C.
McWilliams, Miss
Majer, Mrs.
Montilla, B.
Martinez
Murdalhal, C. S.
Mills, Mrs. I.
Marshall
MacLaren, J. W. B.
Maxwell, C. G.
Morrison, G. M.
McCabe, P. M.
Munroe, W. C.
Murray, D.
McNab, J.
Mensing, Mrs.
McDonough, T.
McDonnell, J.
Murray, J.
MacDonald, H.
Mills, Mrs. I.
Mauwaring, H. G.
Nicholson, H. J.
Noisrah, M. G.
Naval, P. F. R.
Norris, A.
Overbeck, G.
Orejas, E.
Panegon, Mrs.
Pomeroy, Miss
Peral, J.
Paudling, G.
Pasual, F.
Pomeroy, Miss
Plambeck & Co. S.
Patton, M. J.
Prest, Miss
Prath, L.
Paulina, A.
Peredo, F.
Jeston, F. H. H.
Phillips, A. M.
Pennefather, Capt.
Rafter, Major J. A.
Richardson, J. F.
Reys, G.
Ross, A. J.
Roberts, A. W.
Richardson, J.
Raeburn, M.
Ross, A.
Reid, J. G.
Rosenberg, M.
Robinson, Miss
Roper, R.
Reitz, S. C. B.
Radner, Reing.
Reynell, W.
Reau, Madame
Samborn, F. G.
Shariff, Miss M. S.
Salisbury, J.
Spindall & Co.
Scott, C. H.
Smith, C. I.
Smith, B.
Sheppard, T. M.
Scott, W. G.
Stevens, B.
Schilling, G. M.
Sundt, H.
Suzuki, S.
Soares, E. P.
Siu Chun
Sin Ore Seng
Shewan, S.
Scheffer, T. F.
Slatteson, C. T.
Simpson, T.
Sin, H. A.
Samuel
Sanchez, C.
Sahuberg, R.
Tob, Capt. J.
Thorne, Miss M.
Tomé, T.
Thomson, C. H.
Tiberi
Triantafyllides, T.
Tokey, F.
Tredroy, J.
Thompson, A.
Upton, G.
Upham, M. U.
Watson, H. G.
Walters, A.
Weston, G.
Walton, Miss.
Williams, Mrs.
Westcott, Mrs. H.
Whinnerah, T. C.
White, S.
Werned, G.
Worcester, G.
Woods, Dr. A. H.
Webster, D. W.
Wilson, H.
Wickens, H. W.
Walker, H.
Wedell
Wilton, E. C. C.
Worthington, C.

List of Registered Covers for Merchant Ships.

S.S. Amigo F. Wallat.
"Belgian King" Abernethy.
"Bergenhaus" J. evenden.
"Brind" Capt. J. Thomson.
"Carthage" M. L. Miguon.
"Calchas" H. C. Bensley.
"Calchas" Mr. Carefull.
"Chingtu" F. G. Bailes.
"Deduction" F. J. Garbutt.
S.M.S. Gefion Kollmann.
S.S. Hainan F. M. Williams.
"Kirkfield" G. Dubren.
"Kong Nam" J. S. Gil.
"Mentelous" J. Ambrose (6).
"Mitos" A. Hausen (2).
"Munchen" W. Rummel.
"Taiyuan" W. H. Malloch.
"Taiyuan" Pugh.
"Tian" W. H. Wilson (2).
"Ulysses" D. Wessels (3).
"Viginta" H. Weldon (2).
"Vienna" C. McLeay.
"Wongkai" C. Schurz.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "CAELIC" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 20th February, 1901. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE Steamship "CHINA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon, on the 27th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th February, 1901. [196c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship "HONGKONG MARU" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 29th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 22nd February, 1901. [17]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship "INDRAVELLI," having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st March, at N'oon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & Co., Agents.

Hongkong, 23rd February, 1901. [244c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAZMAR," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

BODWELL & Co., LIMITED, Agents.

Hongkong, 23rd February, 1901. [4]

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

THE SHARE CERTIFICATE No. 7726 for FIFTY Shares numbered 33,524 to 33,573 inclusive, standing in the Register in the Name of FOONG KING POON TONG, of Foochow, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, Queen's Road Central, Victoria, Hongkong, on or before the TWELFTH DAY OF MARCH, 1901, a NEW Certificate for the said Shares will be issued and the OLD Certificate will thereafter be held by the Company as NULL and VOID.

A. SHELTON HOOPER, Secretary.

Hongkong, 11th February, 1901. [191c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 131 for 100 SHARES of the Company, numbered 68,401/68,500, in the Name of ELLIS KELLY, Esquire, of HONGKONG, having been LOST, a NEW SCRIP for the same will be issued after One month from the Date hereof and the Original Scrip will be considered by the Company as NULL and VOID, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th February, 1901. [212c]

NOTICE.

REQUIRE by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPTROLLER. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of \$100,000. Apply in writing to Messrs. JOHNSON, STOKES and MASTER, 12, Queen's Road, Central.

Hongkong, 15th February, 1901. [207c]

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSLETON for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the OFFICE of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th February, 1901. [200c]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION OF SUPERINTENDENT OF PUBLIC WORKS AND GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th January, 1901. [124c]

WANTED—IMMEDIATELY.

By a German Firm, an EXPERIENCED SALESMAN with a thorough knowledge of the Hongkong Import Business. Applicants should give full information concerning their Qualifications and state the Salary required to address of—

"IMPORT," Care of Office of This Paper.

Hongkong, 20th February, 1901. [230c]

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.

Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 17th January, 1901. [80c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE "COMPOSITION" RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [38]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD, Watson's Building.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS. CHARTS AND BOOKS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.

No. 54 & 56, Queen's Road Central. [12]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1901. [37]

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor:— THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:— WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong. [44]

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:— LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Mitsui Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinomi Coal Mines, Onoura Coal Mines, No. 1, Ohtsuj Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagafuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Impeial Government Paper Mills, Osaka Cement Company.

MITSUBI BUSSAN KAISHA, M. FUJISE, Manager.

HONGKONG, 11th December, 1900. [33]

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWARZWALDER KIRSCHWASSER. \$2.80 per Bottle.

H. RUTTONJEE, 5, D'Agular Street and 21 & 22, Elgin Road, Kowloon.

Hongkong, 21st January, 1901. [34]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST. TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL. Hongkong, 2nd January, 1901. [8c]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST. No. 4, Queen's Road Central. Hongkong, 3rd January, 1901. [16c]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 19, Ice-House Road.

IS now in a position, in his New and Complete Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1898. [40]

SIEN TING, SURGEON DENTIST.

No. 14, D'AGULAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1898. [39]

A CURE FOR ASTHMA!!! GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Whooping, Bronchitis, Inflammation, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, Sold by all Chemists.

GRIMAULT'S

Matico Capsules AND INJECTION

Hongkong Physicians prescribe Grimault's Matico as the most active and at the same time the most efficacious remedy in the treatment of Acute and Chronic Discharges. These capsules, unlike Copals, have not the inconvenience of producing, Matico.

MATIO INJECTION is used in recent MATIO CAPSULES in chronic cases.

GRIMAULT & Co., Paris, Sold by all Chemists.

NOTICE OF REMOVAL.

I BEG to inform my Friends and Public Generally that I have REMOVED my Stores from No. 13 to No. 2, D'AGULAR STREET.

H. RUTTONJEE, 2, D'Agular Street, Hongkong, 27th April, 1900. [36]

NOW READY.

AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE," IN HONG KONG AND THE FESTIVITIES CONNECTED THEREWITH, WITH A WOODCUT OF THE "TERRIBLE."

To be obtained at the Office of This Paper. PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.

Hongkong, 1st June, 1900.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 13th December, 1900. [39]

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, diseases of the bones, sore throat, and all diseases for which it has been so much a fashion to employ mercury, sarsaparilla, &c., is the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36]

HOTEL

Steamers.
ALIE, British steamer, 2,500, St. John George,
 22nd Feb.,—Sydney 29th Jan., Brisbane
 31st, Townsville 3rd Feb., Cairns 4th,
 Thursday Island 7th, Port Darwin 10th,
 and Manila 16th. General 5th Feb.,

guns, 13, 103 i.h.p., Captain G. J. S. Warrender, Shanghai.

Seinhelm, 1st class cruiser, 9,000 tons, 11 guns, 21,411 i.h.p., Captain Henderson, left England, 17th January.

Seinaventure, 2nd class cruiser, 9,000 tons, 18

Ishtar, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

U.S. gunboat, 137 tons, 1 gun, 55 h.p.,
Lieut. Benjamin Tappan, at Manila.
U.S. gunboat, 1,330 tons, 8 guns, 2,109
h.p., Comdr. S. W. Very, at Shanghai.
U.S. supply-ship, 6,428 tons, 1,800 h.p.,
Lieut.-Comdr. N. H. Patch, at Manila.

Thursday, the 28th instant, at NOON.
 For Manila, Cebu and Iloilo—Per *Kaisong*.
 Thursday, the 28th instant, at NOON.
 For Moji, Kobe, Yokohama, Victoria, and
 Ooma—Per *Tacoma*, on Friday, the 1st
 inst., at 11 A.M.

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